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The Evening Herald

TRIBUNE-CITIZEN,
Vol. 26, No. 54.

ALBUQUERQUE, NEW MEXICO, FRIDAY, MAY 29, 1914.

Graduates from Albu-
querque's High School
this Year is Growing
Some.

THE EVENING HERALD
VOL. 4, NO. 74.

TOTAL DEATH TOLL IN APPALLING DISASTER REACHES A THOUSAND

NUMBER BROUGHT BACK FROM ILLFATED EMPRESS IS PITIFULLY SMALL

Steel Nosed Collier Plows Way Through Passenger Boat From Amidships to Screw Tearing Great Rent Through Airtight Compartments and Sinking Huge Vessel Like a Mountain of Lead. Whole Awful Catastrophe Accomplished in Fourteen Minutes.

PRACTICALLY ALL OF FIRST CLASS PASSENGERS ARE CAUGHT LIKE RATS IN THEIR BIRTHS AND DROWNED

Those Who Made Boat Deck Rushed Across Slanting Decks into Riot for Place. Many Injured in Jumping. Twenty-Two of the Rescued Die After Being Brought Ashore Meager Details From Half Crazed Passengers Show Wreck Without a Parallel.

(By Leased Wire to The Evening Herald.)
Montreal, May 29.—G. W. Henderson of Montreal who is among the Empress of Ireland survivors telegraphed his firm this afternoon giving the number of dead at 1,030.

RIMOUSKI, May 29.—Probably more than a thousand lives and surely not less than seven hundred were lost when the Canadian Pacific liner Empress of Ireland sank before dawn in the St. Lawrence river, ripped open from amidships to stern by the British collier Storstad.

This was the estimate made here this afternoon where the hysterical survivors, many of them pitifully maimed and almost naked, were being brought. It was based on the fact that the Empress carried 1,437 persons all told, of whom 229 were rescued and landed here by the ships Eureka and Lady Evelyn.

The Storstad at first reported to have more than 200 survivors on board, has sailed for Quebec after landing only a handful of rescued and a number of dead.

Of those saved, crew members and third class passengers predominated. From partial lists available at 2 o'clock it was evident that but a mere sprinkling of the first-class passengers were saved. Only three names of those in the cabins appears in the preliminary lists of rescued.

They were G. W. G. Henderson and C. R. Burt, address un-named, and Walter Fenton of Manchester, England.

The stricken vessel sank as if she were lead. An explosion, apparently originating in her engine room, hastened her end and those persons who were able to make their way from their cabins found themselves on a perilously stony deck. Many leaped and were drowned. Others were fortunate enough to grasp driftwood or were picked up by lifeboats.

It is apparent that the great hole torn in the ship's side admitted such a deluge of water that many must have been overcome in their beds.

The rescued fighting their way to the lifeboats, from the careening deck, clinging desperately to the rails or leaping blindly overboard, broke their arms or legs or otherwise injured themselves so badly that twenty-two died after being picked up. Groaning and in some cases practically insensible, others were landed here while the populace of the village gathered with medicines and stimulants to relieve their suffering. A special train was made up this afternoon on which many were taken to Quebec and Montreal.

THE PITIFULLY MEAGER LIST OF THOSE SAVED

G. W. G. HENDERSON.
C. R. BURT.

WALTER FENTON,
MISS ALICE LEE, Nassau, Bahamas.

MISS E. COURT, Liverpool, Eng.
WALTER ERINGER (this may be J. Eringer of Winnipeg.)

W. WEINHUCH, Montreal.
MR. AND MRS. J. W. BLACK.
CHAUVE.

J. W. LANDSLY, Merrit, B. C.
MISS M. E. LANGLEY, Vancouver.
MR. AND MRS. E. AND M. MASTER.
LAW, Calgary.

J. LENNELL, Winnipeg.
MISS E. LINTON, London, Eng.
A. MATHER, Indianapolis.

MRS. CHARLES MOORE, Toronto.

STATEMENT BY PRESIDENT OF THE CANADIAN PACIFIC

Montreal, May 29.—Sir Thomas Shaughnessy, president of the Canadian Pacific railway, issued the following statement:

"The catastrophe, because of the great loss of life, is the most serious in the history of the St. Lawrence route."

"Owing to the distance of the nearest telegraph or telephone station from the scene of the wreck there is an unavoidable delay in securing official details but we expect a report from Captain Kendall in the course of the afternoon."

"From the facts as we have them, it is apparent that about 2 o'clock this morning the Empress of Ireland, when steaming in a dense fog, was rammed on the port side by the Norwegian collier Storstad in such a manner as to tear the ship from the middle to the screw, thus making the water tight bulkheads with which she was provided, useless."

"The vessel settled down in 14 minutes. The accident occurred at a time when the passengers were in bed, and the interval before the steamship went down was not sufficient enough to enable the officers to arouse the passengers and get them into the boats, of which there was sufficient to accommodate a much larger number of people than those on board including the passengers and crew."

"That such an accident should be possible in the St. Lawrence and a vessel of the class of the Empress of Ireland, with every possible precaution taken by the owners, to insure safety for the passengers and the vessel, is deplorable. The saddest feature of the disaster is, of course, the great loss of life and the heartfelt sympathy of everybody connected with the company goes out to the relatives and friends of those who met death in the ill-fated steamship."

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In the life boats were huddled the survivors, dazed and moaning, some dying of injuries sustained in the crash or in the rush of leaving the sinking ship, others who had been given the Titanic's aid. They found the ship sunken and the surface of the water, fortunately calm, dotted with life boats and swimmers with floating debris.

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yesterday, bound for the army's international conference in London. So quickly did the Empress sink that those passengers fortunate enough to get into the lifeboats found themselves garbed only in their night clothes.

No baggage was saved. The condition of the survivors was pitiful. Some had broken arms and legs and all had suffered terribly.

L. E. Gosselin, a prominent lawyer of Montreal, saved